

THE ANTELOPE VALLEY ALIGNMENT

Mr. Robert Schaevitz

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Questions from 4/13/04 Hearing

1. Distribution of growth
2. Travel time and ridership
3. Benefit/cost analysis
4. "Spur" alternative
5. Economic impact
6. Completeness of the EIR/EIS document
7. Geodata tunnel study

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Question 2: Travel Time and Ridership (1)

- ♦ October 2001 Report: *Benefits, Costs, and Risks Associated With the Choice of Alignment Between Bakersfield and Sylmar*
- ♦ 30-year ridership 3% higher with the AV alignment

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Question 2: Travel Time and Ridership (2)

- ◆ 750,000 people and 350,000 jobs
- ◆ Actual travel times vary by 5-7 minutes
- ◆ People are 2.5 times more concerned about trip reliability than overall duration
- ◆ SF/LA is state's fourth largest travel market, not the first

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Question 2: Travel Time and Ridership (3)

- ◆ Draft EIR/EIS: Total ridership is same for both alignments
- ◆ CHSRA staff at 10/26/01 Burbank meeting: Ridership difference “too close to call”
- ◆ Most trips between adjacent cities fall in between “commuter” and “intercity”

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Question 3: Benefit/Cost Analysis (1)

- ◆ Documented in October 2001 report
- ◆ AV alignment: \$1.6 billion total benefit
 - \$855 million more in net benefits (travel time, rider cost, air quality, safety)
 - \$540-800 million in economic output, personal income, jobs, capital investment
- ◆ Not measured: Shorter construction period, lower maintenance costs, higher revenue

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Question 3: Benefit/Cost Analysis (2)

- ♦ AV is a central place, not an “edge city”
- ♦ It is a “Stockton” or “Bakersfield” that will grow to exceed Fresno by 2020
- ♦ AV is ideal for cost-effective growth with a minimum of adverse environmental effects

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Question 4: "Spur" Alternative (1)

- ◆ 30-45 minutes more from LA to Palmdale Airport
- ◆ No service between Palmdale Airport and Central Valley
- ◆ Greater total cost to construct and operate
- ◆ Lower overall ridership and revenue
- ◆ Unlikely ever to be constructed

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Question 4: "Spur" Alternative (2)

- ♦ AV would be largest community in state without direct HSR service

Station Central City Populations (2004)
(Other than SF, SJ, Oakland, Sacramento, LA, San Diego)

	<u>2004 Pop</u>
Minimum	13,000
Maximum	456,000
Average	157,900
Antelope Valley	260,000
Rank among 25 stations	7th

- ♦ Projected AV rank in 2020: 1st or 2nd

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Question 7: Geodata Tunnel Study (1)

- ◆ Prepared by Geodata, SpA of Turin, Italy and Transmetrics of San Jose, CA
- ◆ Commissioned by City of Palmdale
- ◆ Released April 2004
- ◆ Reviewed by Professors Ashraf Mahtab, PhD and Herbert Einstein, PhD, of MIT

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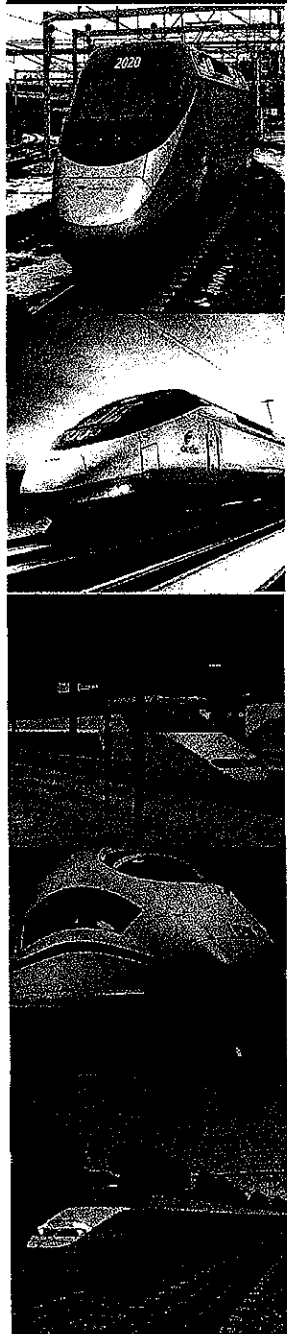
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Question 7: Geodata Tunnel Study (2)

The I-5 Alignment:

- ♦ Inferior topography and ground conditions
- ♦ Significantly more expensive
- ♦ Take 3.5 years longer to construct
- ♦ Far greater risk of delay and cost overrun
- ♦ Costlier routine maintenance
- ♦ Higher risk of failure during operation

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Appendices

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Growth Strategy

- Major Center
- Growth Areas
- Urban/Rural Boundary

Puget Sound, Washington

4 Counties

King (Seattle)

Pierce (Tacoma)

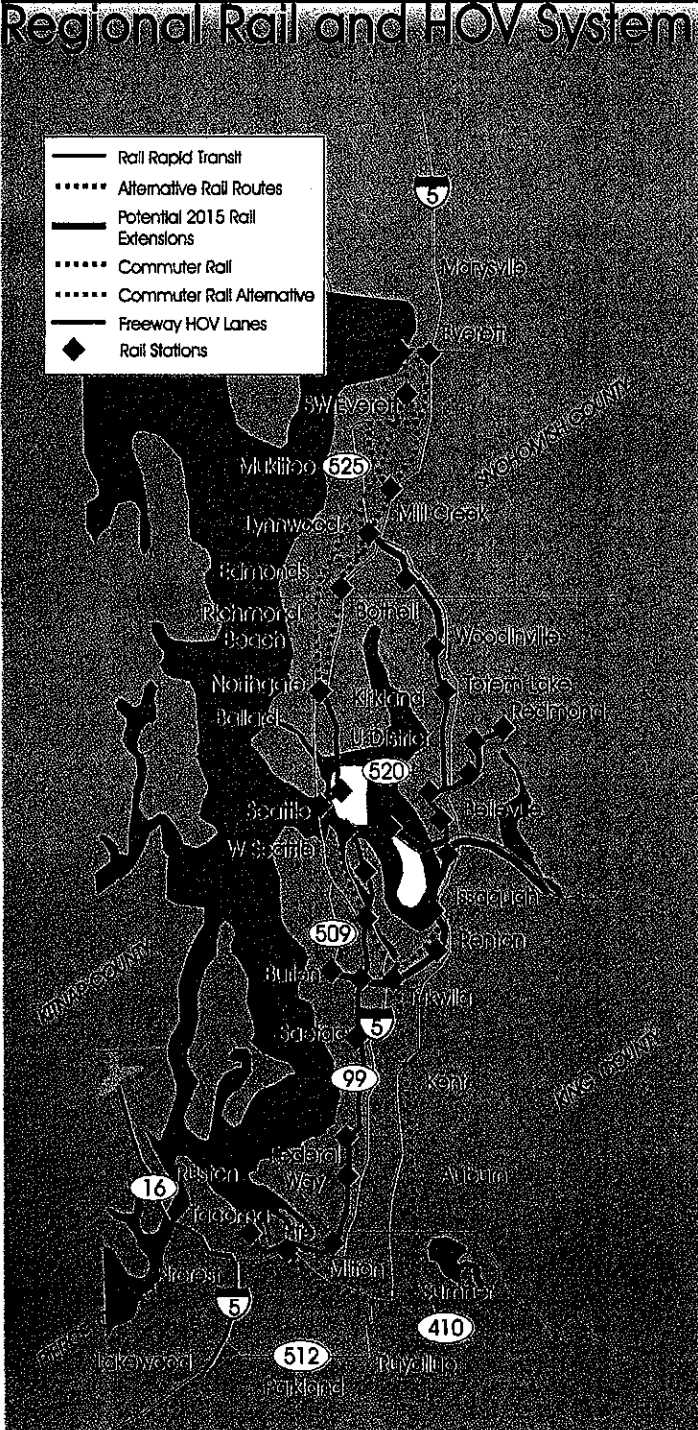
Snohomish (Everett)

Thurston (Olympia)

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Regional Rail and HOV System

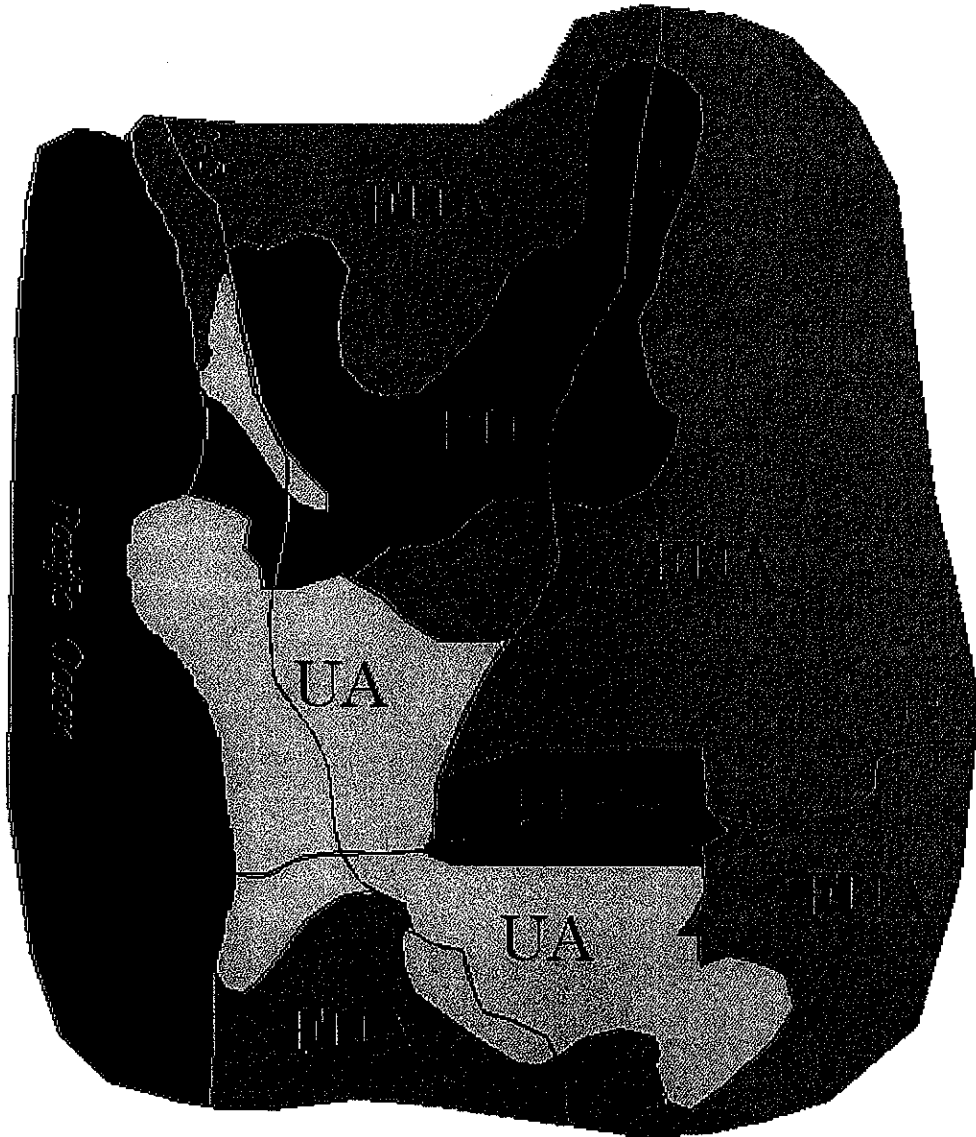
- Rail Rapid Transit
- Alternative Rail Routes
- Potential 2015 Rail Extensions
- Commuter Rail
- Commuter Rail Alternative
- Freeway HOV Lanes
- ◆ Rail Stations



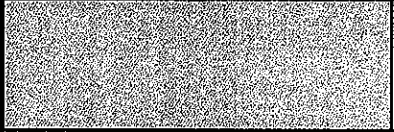
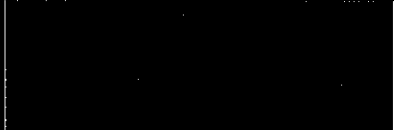

Puget Sound Regional Rail and HOV System

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San Diego



Legend

	Urbanized Area
	Planned Urbanizing Area
	Future Urbanizing Area

Building Permits Issued

1979	9,000 BPs
	8,000 Outside
	1,000 Inside
1983	16,000 BPs
	8,000 Outside
	8,000 Inside